

C. J. Hoffstedt



HOV Supplement to SPAR 202A - 1394

2/80

We are attaching projected volumes for selected segments from 194 to 1494. These are year 2000 peak hour volumes for the System 2A Metropolitan assignment assuming HOV lanes.

Transportation Analysis

State of Minnesota
Department of Transportation
Bureau of Policy and Planning

DEPARTMENT OF TRANSPORTATION
Room 813

Office Memorandum

TO : Carl Hoffstedt
Transportation Planning Engineer
District 5 - Golden Valley

DATE: February 1, 1980

FROM : Kenn Kopitzke, Manager
Transportation Forecasts Section

PHONE: 6-6759

SUBJECT: HOV Supplement to SPAR 202A - I394

2/80

We are attaching projected volumes for selected segments on I394 from I94 to I494. These are year 2000 peak hour volumes based on the System 2A Metropolitan assignment assuming HOV lanes will be constructed as part of the I394 facility. The breakdown by mode, Auto Driver (AD), Auto Passenger (AP), Carpool Driver (CD), Carpool Passenger (CP) and Transit Passenger (TP) was developed using the Quick Transit Sketch Planning Programs.

The AD (Auto Driver) figures include all vehicles except car-pools and buses. Therefore, all the commercial vehicle data in SPAR M-202A will remain valid.

This assignment of traffic to a facility with HOV lanes is the result of using a set of assumptions dealing with future travel costs, parking costs and relative travel speeds and congestion that are likely to occur in this design alternate.

cc: Peter A. Fausch
Richard A. Stehr
R. Borson - District 5

I-394 ALTERNATE TWO TRAFFIC SCHEMATIC

